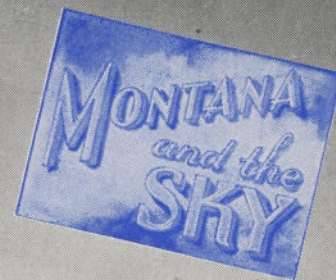


## MONTANA AERONAUTICS COMMISSION



Volume 17 No 2

February, 1966

### GOVERNOR BABCOCK KICKS OFF 1966 PILOT REGISTRATION



Governor Tim Babcock signs the first 1966 Pilot Registration form.

1966 Pilot Registration has been coming in at the rate of approximately 50 per day and we have passed the 1300 mark of completed registrations. According to survey there should be approximately 3000 registered pilots in Montana—we urge the remaining pilots to forward their '66 form and fee as soon as possible.

We wish to thank the pilots on the completeness and accuracy of the

incoming registration. For pilots who may be registering for the first time we list the following reminders:

1. Please do not cut the registration form (this years form was altered in order to avoid this—it will now fit a standard envelope).
2. Check that you have enclosed your \$1.00 registration fee.
3. Include your current FAA certificate number.
4. Please check that you have filled the form out as completely as possible.

The new airport directory revisions will be forwarded to all '66 registered pilots during February.

### MONTANA'S FOURTH FLIGHT INSTRUCTORS COURSE TO BE HELD

The Flight Instructor Refresher Course, the Fourth to be sponsored by the Montana Aeronautics Commission, will be held in Great Falls on February 27th through March 7. The course, initiated in the United States by the Montana Aeronautics Commission in 1962, is held with the cooperation of the Montana Aviation Trades Association, the Federal Aviation Agency and United States Weather Bureau.

The objective of the course is to

refresh flight instructors in the procedures and methods of flight instruction and to acquaint them with the latest aspects of aviation. Instruction will be presented on Air Traffic Control, Flight Maneuvers, Instruments, Instructor Orientation and Standardization, Psychology of Training, and Weather.

Trainees will be selected from active flight instructors throughout Montana.

Jack Wilson, Safety and Education Officer for MAC will be Course Manager. Loren Foot, FAA Area Coordinator and Chief of RAPCON in Great Falls has been designated coordinator on the course and will correlate all FAA participation. Word has been received that FAA Academy personnel from Oklahoma City will be James W. Campbell (team captain), Carl L. Edmison and James E. Shelly.

The ground school portion of the course will be held at the O'Haire Manor and the Flight Portion will be conducted at the International Airport.

All flight instructors interested in attending should complete their application and return as soon as possible. If you do not receive an application by mail—please contact the Montana Aeronautics Commission, P.O. Box 1698, Helena, Montana, immediately.



## ELECTION OF OFFICERS PRESS AWARDS AND F. K. SMITH HIGHLIGHT MATA CONVENTION

Jeff Morrison Flying Service in Helena, was elected 1966 president of the Montana Aviation Trades Association at their annual convention held in Bozeman, January 24 and 25th. Ed Obie, Obie's Flying Service in Chinook was elected Vice President and Bob Cartwright, Cartwright Flying of Geraldine is the new secretary-treasurer. Directors for the coming years are: David Stradley, Gallatin Flying Service, Bozeman; James Pickens, Combs-Pickens of Billings; Charles J. Helmbrecht, Ag Air, Inc. of Chester and outgoing president Jack Archibald, Glacier View Skyway of Kalispell. Jack Hughes, Johnson Flying Service, Missoula is MAC representative.

Approximately 60 persons registered for the two day meeting. The first day was exclusively "Agriculture" and was held at the Montana State University. The session was officially opened by Jack Archibald followed by the welcome by J. A. Asleson, Dean of Agriculture.

### Following is the first day schedule:

**Diseases of Field Crops:** Eugene Sharp, Ass't. Prof. Plant Pathology.

**Weeds:** Leslie Sonder, Ext. Weed Specialist.

### Insects and Related Problems:

**"Low Volume Spraying"**—F. T. Cowan, U. S. Dept. of Agriculture.

**"Alfalfa Weevil"**—Ellsworth Hastings, Prof. Entomology.

**"Labeling"**—Ray Pratt, Ext. Entomologist.

**"Miscellaneous Problems"**—J. H. Pepper, Prof. Entomology & Zoology. Ray Pratt and Ellsworth Hastings.

**"New Agriculture Certificates"** (Part No. 137) Lee Mills, Federal Aviation Agency Supervising Inspector, Helena and Fritz Luenenberg, Federal Aviation Agency Supervising Inspector, Billings.

**"Fertilizers"**—Harry Kittams, Ass't. Prof. of Soils.

The Banquet was held on Monday evening with Gene Mendel, past president of MATA and banquet chairman, acting as Master of Ceremonies. The featured speaker was Frank Kingston Smith, Executive



MATA New Officers and Directors (left to right) Bob Cartwright, Charles Helmbrecht, Jeff Morrison, Dave Stradley, Ed Obie, Jack Archibald and Jim Pickens.

Director of National Aviation Trades Association. Mr. Smith is an enthusiastic promoter of general aviation and has had considerable practical experience with the problems of general aviation sales and service organizations. He has written two newspaper columns on the subject of personal flying and since 1961 has been a featured columnist and contributing editor of Flying Magazine. Mr. Smith stated that now was the time that private aviation industry should particularly look after its own business and stress professionalism in operation in connection with both flight instruction and charter flight service. He explained that NATA was trying to assist General Aviation and suggested various ways in which the industry could work with NATA.

The first Montana Aviation Press Writers Awards were presented to Addison Bragg, writer and columnist for the Billings Gazette for his reporting of an Air Force jet plane crash near Billings on June 26, 1965 and to the Billings Gazette for the printing of the story. Mr. Bragg accepted his trophy and certificate and Duane "Doc" Bowler, Managing Editor of the Gazette, accepted the plaque and certificate for the paper. Both awards were presented for factual educational writing without sensationalism.

Tuesday, two separate no-host breakfasts were held. Jeff Morrison was chairman of "New Concept of Flight Instruction Fees." Ed Obie was

Chairman of "Swap Shop for Ag Operators." The day's session began at 9:30 A.M. with a panel on "Airport Management as Related to General Aviation." The panel consisted of:

Hugh Kelleher, Airport Manager, Helena, Chairman.

Worthie Rauscher, MAC, Helena.

Vernon Moody, MAC, Helena.

Jack Daniels, Manager - Operator, Williston, N.D.

H. P. Hill, Airport Manager, Idaho Falls, Idaho.

Walter Hensley, Hensley Flying Service of Havre and Jeff Morrison, Helena presented "Operator Certification."

Following lunch, "Aircraft Assessment and Taxation," was presented, Jack Hughes, Johnson Flying Service, Missoula, Chairman and featured Charles A. Bowman of the State University.

Nominations, Elections and Resolutions were accomplished during the business session and MATA adjourned.

All enjoyed the banquet on Tuesday evening which featured a singing group from the University called "Seven Minus One."

Congratulations go to David Stradley, Convention Chairman and Elizabeth "Bitty" Herrin for a well planned and successful meeting.

The pilot and co-pilot of a 4-engine jet airliner go through a check list of more than 200 items before each takeoff.



## HELENA TERMINAL NEARS COMPLETION AND NEW "T" HANGARS UNDERWAY

The remodeling of the terminal building on the Helena airport is in the "final touches" stage after 5 months of construction. The remodeling consisted of new lighting, wall interiors, ceiling, flooring and floor-to-ceiling aluminum glass windows. It included the lobby area, Hertz Rent-a-car, Western Airlines and Northwest Airlines ticket areas and provided baggage room and claim area for both airlines. The lobby area was substantially enlarged and provides 46 chairs and 14 convenient tables.



The City/County Airport Board financed their portion of the remodeling through the Montana Aeronautics Commission Loan Program. The total contract (not including architectural fees) was \$45,736. Johnston and Sharbono Construction Company of Helena were the contractors and Campeau and Crennen were the architects.

Helena's airline passenger movement went up 20.7 in 1965 over 1964 with a total passenger movement of 21,412 passengers. The airport board feels that this new remodeling expansion program will suffice for the next 10 years at which time they hope to construct a new terminal.

\* \* \*

John Johnston of Johnston and Sharbono Construction of Helena is presently constructing seven "T"



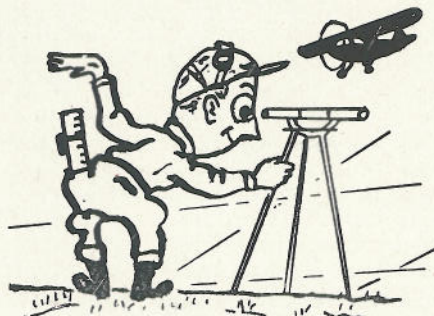
Helena airport's new "T" Hangars.

hangars which are located east of the Forest Service retardant plant.

The hangars will be available for occupancy in February. (Vacancies are still available at the present time and interested persons may contact Mr. Johnston).

Mr. Johnston also holds an option on adjacent land for construction of 14 additional hangars to be constructed within the next 3 years.

### AIRPORT NOTES



by James H. Monger  
Assistant Director, Airports

**DILLON.** The Montana Aeronautics Commission has granted \$1,000 in the form of a preliminary engineering grant to the Beaverhead Aeronautics Board. This preliminary engineering grant has been used to aid in the financing of an engineering study for improvements on the Beaverhead County Airport at Dillon. Morrison and Maierle Consulting Engineers of Helena, have now completed engineering for the project. The advertisement for bids will be made early this spring. The Mon-

tana Aeronautics Commission has further approved a ten year non interest loan in the amount of \$10,000 that will be used as part of the sponsor's funds to match FAA money on the pending project. The project is estimated to cost \$39,700, and will consist of a hot mix asphalt overlay on the present 75'x4,000 foot runway and extend the present apron in front of the Administration Building and other miscellaneous improvements.

**AIRPORT DIRECTORY.** The 1966 Montana Airport Directory has just been received from the printer and is now being mailed out to all registered pilots in Montana. Upon receiving the revision packet for your airport directory, merely throw away the entire contents of the 1965 directory and insert the total packet for 1966.

**LEWISTOWN.** The Lewistown City County Airport Commission has made an application to the Montana Aeronautics Commission for an airport improvement loan. The loan will be used to construct a ten to twelve unit "T" hangar complex on Lewistown Municipal Airport. The loan application is in the amount of \$25,000. The building will be all metal and any interested contractors wishing to bid on this construction are urged to contact the Lewistown Airport Commission at Lewistown, Montana.

**PLENTYWOOD.** The Sherwood Airport at Plentywood in Sheridan County will be improved this summer. The improvement project will consist of resurfacing the 3200 foot



**Official Monthly Publication  
of the**

**MONTANA AERONAUTICS  
COMMISSION**

**Box 1698**

**Helena, Montana**

**Tim Babcock, Governor**

**Charles A. Lynch, Director**

**Walter Hope, Chairman**  
**Carl W. (Bill) Bell, Vice Chairman**  
**Jack R. Hughes Secretary**  
**Herb Jungemann, Member**  
**E. B. Cogswell, Member**  
**Clarence Anthony, Member**  
**Gordon Hickman, Member**



**DIRECTOR'S COLUMN**



**Charles A. Lynch**

**FL UPSTAIRS (AND ABOVE)**

So you got a Turbocharged Job? Good, that's nice. Are you equipped to use it to its best advantage?

Not much change to 10,000 or 12,000 feet, then of course, pressure or oxygen. Got it? O.K.

Now 14,500 feet, you enter Continental Control Area. FAR for VFR changes. Minimums are 5 miles visibility, clear of the clouds 1,000 feet vertically and 1 mile horizontally.

At 18,000 feet (FL one eight zero to the hot birds) we throw away our charts and buy new ones. Enroute High Altitude Charts, Jet Route stuff, comes into effect here. Everyone talks "FL" up here! First you go to 29.92 on the altimeter and read 18,000 as FL 180; 19,500 at FL 195, etc., etc.

Be sure and stick to altitudes. Eastbound odd and westbound even, plus 500 for VFR. For example: FL eastbound 195, 215, 235 etc., and westbound 185, 205, 225 etc.

IFR, here of course, will be assigned the regular 1,000 foot altitudes such as FL 180, 190, 200, 210 etc.

FL 240 (24,000 feet) the rules change again. Woops! No VFR now,

even with the sun shining and not a cloud in sight.

After all, you aren't kidding if you made it this high, so straighten up and work it along with the Pros. All on IFR Clearance, all with full functioning radio beacon transponder and 360 channel (pilot to ATC) communication equipment. No "On Top" Clearances here—just straight IFR.

**REMEMBER:**

At 10,000—the air changes.

At 14,500—VFR Minimums Change.

At 18,000—Charts Change,  
Altimeter Setting Changes.

At 24,000—Rules Change,  
Equipment Changes,  
VFR Changes (to IFR).

**LOBLE TO TESTIFY AT  
SENATE HEARING ON  
CUSTOMS BILL S 1596**

Mr. Henry Loble, Attorney for the Montana Aeronautics Commission will attend the United States Senate Commerce Committee hearing on Bill S 1596 to be held in Washington D. C. on February 9 and 10 through arrangements with Montana's Senator Lee Metcalf. Senate Bill 1596 introduced by Senator Monroney (Oklahoma) concerns the customs overtime charges to civil aircraft travel between Canada and the United States.

Comments from Montana's aviation industry, organization and private individuals were requested by the Montana Aeronautics Commission in support of this bill with the hope that the customs overtime charges can be modified.

**89th CONGRESS**

1st Session

S. 1596

**IN THE SENATE  
OF THE UNITED STATES  
March 22, 1965**

Mr. Monroney introduced the following bill; which was read twice and referred to the Committee on Commerce.

**A BILL**

To promote the domestic and foreign commerce of the United States by modernizing practices of the Federal Government relating to the inspection of persons, merchandise and conveyances moving into, through, and out of the United States, and for other purposes.

Be it enacted by the Senate and

House of Representatives of the United States of America in Congress assembled, That not withstanding any other provision of law, any inspection or quarantine service required to be performed by the United States Government, or any agency thereof, at ports and airports of entry, as a result of the operation of aircraft, railroad trains, motor vehicles, pipelines, or vessels, shall be performed without reimbursement from the owners or operators thereof, whenever such operations are conducted pursuant to or in accordance with notices such as, but not limited to schedules, timetables, tariffs, or flight plans.

Sec. 2. This Act shall become effective at 12.01 antemedian, eastern standard time, the first day of the eighteenth month following the date of enactment.



**CALENDAR**

**February 9, Helena**—Montana Aeronautics Commission Monthly Meeting.

**February 9, Washington D. C.**—Senate Commerce Committee hearing on Customs Overtime Charges—BILL S 1596.

**February 15 - 16, Washington, D. C.**—National Association of State Aviation Officials Winter Board Meeting.

**February 27 - March 7, Great Falls**—Fourth Montana Flight Instructor Refresher Course.

**March 4 & 5, Swift Current, Saskatchewan,** Flying Farmers Bonspiel.

**April 15, Billings**—MAMA Annual Convention.

**April 29, 30, May 1, Livingston**—Montana Pilots Association Annual Convention.

**June 2**—Deadline of Al Ward Flying Scholarship Contest entries to be received at International Headquarters in Wichita, Kansas.

**FOR SALE:** 1946 Luscombe 8A—TT on A & E. 921 hrs. Fresh license 11/1/65—Wings recovered 3 years—New windshield and tires—Wired for lights—Turn & Bank—24 hr. clock—Highly polished aluminum, red trim—Metal Prop. 345 hrs. on engine S.T.O.H. with heavy pistons—Uses no oil and one of the cleanest Luscombes in the state for \$1,350. Contact: Paul D. Marvel, Rexford, Mont. Phone 386-8223.



## TWO RETIRE FROM FEDERAL AVIATION AGENCY IN BILLINGS



Frank H. "Dusty" Rhoads, Electro-Mechanic technician, Logan Field, Billings, retired the end of the year with 41 years and 8 months service with the Federal Government. Dusty began his aviation career during World War I in the United States Navy as an aviation machinist mate. In 1927 he joined the Federal Airway Service under the Bureau of Lighthouses (forerunner of the FAA) as an airway mechanic at Peoria, Illinois. Dusty held several similar positions maintaining airway beacons, engine generators and emergency fields throughout North Dakota and Montana.

Headquartered in Billings for the past several years, Dusty and his wife have their home in Miles City.

\* \* \*



Ira W. "Doc" Decker, Air Traffic Flight Service Specialist also retired at the end of 1965. Ira started with the CAA, June 1940, at Lewistown, Montana. He served at Miles City from 1941 and in May 1942 he transferred to Billings. Doc has been active in the American Legion Base-

ball program and served as co-chairman for the Little World Series. In 1953-54 Doc was instrumental in the inauguration of the Babe Ruth Baseball program in Montana and northern Wyoming. He served as state director for 7 years and regional director for 2 years, and is a member of the International Babe Ruth Baseball league.

Doc and his wife will remain in Billings where he has gone into business with his son in the operation of the Decker Texaco Service.

Doc expressed his enjoyment working with the pilots of Montana and the commission during his years of Flight Service work.

We wish to extend our appreciation to both Dusty and Doc for their many years in aviation service and best wishes for the future.

## FF'S ANNOUNCE 1966 AL WARD FLYING SCHOLARSHIP CONTEST

President Clay Greening of the Montana's Flying Farmers reported that "now is the time" for eligible students interested in competing in the Al Ward Flying Scholarship Contest to begin planning their entries.

### SCHOLARSHIP AWARDS

First Place—18 hours or max. of \$243.

Second Place—15 hours or max. of \$202.

Third Place—12 hours or max. of \$162.

Fourth Place—9 hours or max. of \$121.

Certificates stating the name and placement of the winners are presented at the International Convention. Winners choose their instructor and upon presentation of the name of their instructor following enrollment in the flying course, the instructor receives payment direct from Al Ward. Winners are also presented a plaque at the convention.

### REQUIREMENTS CONTESTANTS

1. This contest is open to all boys and girls who have reached the age of 15 and have not passed their 19th birthday by September 1, 1966.

2. Contestant's parents must be active or associate members of International Flying Farmers, Inc., or actively engaged in farming or interested solely in agriculture.

3. Contestant must be unmarried.
4. Previous international winners are not eligible to compete.

### TO ENTER

Mail entry and photograph to the president of the Flying Farmer organization of the state or province in which contestant resides.

Montana:

Clay Greening  
516 Washington  
Laurel, Montana

### ENTRY

1. Story form essay written after research in the field of aviation.
2. Subject: "Aviation—From 1945 - 1950."
3. Essay must be of not more than 500 words.
4. Entry must be typewritten.
5. Entry must first be submitted to the state or province chapter of the Flying Farmer association in which contestant resides.

Further information regarding the contest will be given in the next issue of Montana and the Sky plus information on two additional Flying Farmers Contests.

**FOR SALE:** Stinson Voyager 150—Radio equipped—Top condition—0950 down, \$95.45 monthly—will trade for Piper PA-18, PA-12 or PA-16. Contact: Ernest Tooke, Ekalaka, Mont.

**FOR SALE:** 1959 172—1700 hrs. TT—500 hrs. SMOH. Annual due Oct. '66—Full panel—VHT—3 Super-Homer—Speed Fairings—Clean airplane—Price \$6500. Contact Mountain Flyers, Inc., 1605 Middlesex, Missoula. Phone 549-9624.

**FOR SALE:** 1946 Cessna 120—All electric—Nav. & Landing lights—VHT 3 radio—Full Panel—570 hrs. SMOH on Chime Eng.—2264 hrs. TT on A & E—Fabric good—Licensed to Nov. 1966—Price \$2400. Contact: Warren Thacker, 744 Terry Avenue, Billings, Mont. 59102. Phone 252-4215 after 5:00 P. M.

## HAVE YOU READ

TWO SIX FIVE EASY—in the January issue of Air Facts? An article written by Margaret Wolfe tells her story "from purchase to sale" of a Stagger wing beech (N. No. 265E) which is now owned by Mr. Fred Naegele of Helena, Montana.

Mrs. Wolfe relates a number of humorous, interesting and colorful experiences during the 17 years which she and her husband owned the Beech. She tells of their extensive travels, including flights throughout the U.S., Mexico and the West Indies. Accenting that "airplanes like people, are unforgettable," Mrs. Wolfe gives a near human character and personality to 265 E. An extremely entertaining story for everyone—and a real treat for every aircraft owner and pilot to read!



northwest-southeast runway and resurface the connecting taxiway and aprons and enlarge the apron and mark the runway. The City County Airport Board at Plentywood has made application to the Montana Aeronautics Commission for a \$1,000 preliminary engineering grant and also made application for an airport improvement loan amounting to \$13,100. The loan will be repayable over a ten year period at no interest. The total cost of this local, state and federal project is estimated to be about \$30,000.

## DEPARTMENT OF COMMERCE ANNOUNCES FORMATION OF ESSA

Word has been received from R. A. Dightman, Meteorologist in Charge, U.S. Weather Bureau, Helena, of the recent formation of the Environmental Science Service Administration (ESSA) through consolidation of a number of agencies working with environmental sciences (including the Weather Bureau) into a new agency of the Department of Commerce.

Mr. Dightman stated that he felt the recent change in organization would enhance their efforts to provide practical and useful service through a gradual improvement in support provided by ESSA service and research organizations.

He stated further that the Weather Bureau resources have been enlarged by bringing several environmental activities together and service improvement would be the logical result.

Following are a few explanatory paragraphs of ESSA services affecting aviation:

### WHAT ESSA IS. . . .

ESSA is the national agency for observing, describing, understanding, and predicting the natural environment, from the earth and the oceans to the upper atmosphere and space. It gathers, processes, and disseminates information on the state of the weather, the height of water in the Nation's rivers, tides and currents along the coasts, conditions in the upper atmosphere and in space, and the earth's size and shape.

### WHAT ESSA DOES. . . .

The Weather Bureau observes and reports the weather of the United States. It forecasts the weather and

warns of floods, hurricanes, tornadoes, blizzards, and other conditions that affect the Nation's safety, welfare, and economy. To provide services in meteorology and hydrology, the Weather Bureau has a farflung network of surface and upper-air observing stations, an extensive communications system, large-scale computers, and about 300 offices disseminating information to the public. ESSA provides information about weather as required for aviation, for marine activities, for farm operations, and for the launching and recovery of space vehicles.

## A CASE IN POINT

by Charles A. Smith  
Commission Attorney

### "NEGLIGENCE— PLANE - AUTOMOBILE COLLISION"

In a recent Federal Court action the plaintiff sought damages for the wrongful death of her husband.

On the day in question, the defendant was operating his twin engine plane at an altitude of about 8000 feet on I.F.R. (Instrument flight rules). The aircraft was in a "race-track pattern" near the airport where it intended to land. A "racetrack pattern" was described as the direction of flight while maintaining a holding position awaiting instructions when flying on I.F.R.

Prior to entering the "racetrack pattern", the aircraft encountered difficulty in the audio-receiving system while flying over its intended route. The aircraft held in the "race track pattern" for 12 or 13 minutes during which time the pilot attempted to communicate with control towers at several different airports. Instructions were finally received to proceed to an airport some distance away at approximately 8:30 P.M. at which time the aircraft left the "racetrack pattern."

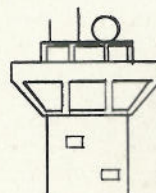
While enroute to its newly intended destination, the right engine of the plane quit. The pilot immediately turned toward a rotating beacon at a nearby airport and switched to the cross-feed for the purpose of feeding fuel from the left tank to the right engine. Shortly thereafter, the left engine quit and the pilot feathered the engines to extend the glide. During his maneuver and floundering, the pilot suddenly realized that he could not reach the airport nearest to him for an emergency landing. He scanned the lights

visible to him from a nearby highway and chose to alight there knowing that there were automobiles on the highway but "because all I could see was homes and lights and flickering on the ground—no possibility of picking out another spot."

The aircraft skidded along the roadway and went through an underpass shearing off both wings and coming to a stop on the other side of the underpass. At the same time, the plaintiff's husband, who was lawfully operating a motor vehicle on the roadway, came in violent collision with the aircraft and suffered severe injuries which rendered him unconscious. The driver later died as a result of these injuries.

In deciding the case, the court applied the legal doctrine of *res ipsa loquitur*. The doctrine of *res ipsa loquitur* is considered a rule of evidence, which permits the trier of facts to make an inference of negligence where the instrumentality which produced an injury is in the exclusive possession and control of the person charged with negligence, and such person has exclusive knowledge of the care exercised in the control and management of the instrumentality, and where the accident or injury would not ordinarily have occurred without the negligence of the defendant.

In this case, the defendant failed to come forward with any proof that would explain the probable cause of the accident as required by the doctrine of *res ipsa loquitur*. Having failed in his duty to explain the cause of the accident, the court found that the accident and the resulting injury and death was due to some negligent act or omission of the defendant. Accordingly, the plaintiff was awarded damages in the amount of \$55,000.



## TOWER

## OPERATIONS

December, 1965

	Total Operations	Instrument Operations
Billings .....	7,016	921
Great Falls .....	6,433	664
Missoula .....	4,003	300
Helena .....	3,136	109



## FAA INSPECTOR'S CORNER



So much has been said and written on the subject that almost anyone connected with flying knows weather as the number-one killer of the unwary pilot. However, it is not so generally realized that the mistake which is as old as aviation itself is still with us—"failure to maintain flying speed." So much so, in fact, that it figured in almost as many fatal accidents in 1963 as weather. The docile handling characteristics of the modern airplane have lulled us into a false sense of security on the subject—how many times have we all heard the old bro-mide "You just can't get a stall out of that airplane"? Well, in the one sense, maybe we can't. Most modern airplanes won't progress fairly rapidly from first warning into a nice clean-breaking stall like their ancestors would, and they're generally reluctant to spin once they have stalled. However, we're overlooking a couple of important points here.

First, it is of small comfort to a pilot's heirs to know that he went into the ground on the base turn with a high rate of sink followed by a sudden stop, instead of the old-fashioned spin such as he would have gotten out of a 1932 Short-wing Sizzler. The results of slowing the airplane down to the point where the wings won't support it are about the same in either case. Secondly, how many of today's pilots really know what happens when they pursue their folly **beyond** the point of the full stall? There are many airplanes which are very stall-resistant; they demand an awful amount of back-pressure, they give all kinds of warning, and it seems like they just don't want to stall at all. That's in training or checkout, with two people aboard, up high out of ground-induced turbulence. But with four people, some baggage, the gear and flaps full down and approach trim rolled in, they'll progress through the warning stage faster. If the pilot's attention is diverted by other traffic, radio calls and maybe an airsick mother-in-law's complaints, all it takes is a bit of

following wind on the base leg, a mildly-overshot final approach with the accompanying tightening of the final turn, and the stage is set. The warning signs are often masked by turbulent air, they don't last as long as they did on an almost-forgotten checkout flight, and by the time the pilot realizes that he is in a spin it's too late. And again—it doesn't matter to him whether it was a nice, clean, technically-perfect spin or some sort of gyration that wouldn't have passed a private pilot flight test in the old days. The results are the same.

These situations can be avoided, of course—most pilots avoid them all their lives. No airplane will stall unless someone forces it to by having the stick too far back and holding it there too long, and since no pilot wants to stall near the ground it seems almost incredible that anyone ever does. We certainly can't invent any new advice that will prevent it from happening—only you can prevent it, by keeping your mind on your business every second you're in an airplane. And if you're not **sure** your technique is as good as it ought to be, there are plenty of good instructors in the State who will be happy to help you find out. You can't make a better investment in safety than a regular, thorough proficiency check—not just a ride around the patch, but a good comprehensive period of dual, complete with emergency procedures.

And don't think you're immune because you have amassed X number of flying hours. Next month we'll discuss a few statistics on the subject of who has the accidents, and why. Happy Flying.

### STATISTICS

(Montana Aircraft Accidents)

61/37
65/22
2/0
1/0

	Accidents Total	Fatalities
1964 Total .....	61	37
1965 Total .....	65	22
1965 as of this date	2	0
1966 as of this date	1	0

For long term space flights, space doctors are experimenting with a paint-on dentrifice that will make tooth brushing unnecessary.

## NATIONAL AIR TAXI REPORTS ALL-TIME PASSENGER HIGH

Charles O. Tate, Jr., White Sulphur Springs, West Virginia NATC's outgoing president, reported before a record attendance at the Atlanta annual meeting that member Air Taxi Companies carried an all-time high of 223,467 passengers during the 12 month period ending Sept. 30, 1965. This is a 12.5 percent increase over the previous year. Of this total, 51,675 were carried "To" the airlines, and 49,681 "From" the airlines, an increase of 37.7% and 41.7% respectively, over the same period in 1964. The effect of the increasing airline cooperation and sales programs promoting the "All the way by air" concept was very evident. The only decrease in the entire report of operations was in the number of "other" or "non-airline connecting" passengers—a total of 122,111 or decrease of 3.1 percent.

Passenger revenue miles totaled 77,786,253, an increase of 36.8 percent over 1964; 1,154,382 cargo revenue miles, an increase of 19.2%; and air ambulance revenue miles totaled 455,771, an increase of 23.4 percent. Of interest was that Air Taxi cargo trips over the past two years increased 105 percent—from 3,849 in 1963 to 7,901 in 1965.

### NATC LOOKS TO RECORD EXPANSION OF NETWORK IN 1966

Reviewing NATC's accomplishments, president Tate gave credit to the 28 far-sighted members responsible for establishing the conference, raising the standards, and making possible the increasingly valuable air taxi service agreement. Current membership totals 203 (36 of which are operating schedules in addition to on-demand service). All members are parties to the air taxi service agreement with 23 of the major certificated carriers. Remarks brought out that in addition to The Airline/Air Taxi Service Agreement, the co-operation of 203 NATC members selling the service of each other, nationwide, across continental United States, Hawaii, Alaska, and Puerto Rico, with continuing increase in stature and complete cooperation, the future of National Air Taxi Service is assured.





## CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

### STUDENTS

Selstad, Tom A.—Great Falls  
Walden, Floyd—Great Falls  
McInnes, Terrence R.—Butte  
Winterowd, Lee D.—Belgrade  
Evertsen, DeVon M.—Belgrade  
Nelson, Royce J.—Helena  
Newman, Dan L.—Helena  
Briscoe, Benjamin B.—Great Falls  
Henneman, Douglas E.—Valier  
Bump, Walter H.—Helena  
Rogerson, William A.—Roundup  
Adams, Henry—Cheltenham, Pa.  
Darrah, Robert L.—Bozeman  
Mickelson, Howard E.—Plains  
Schneller, Lewis John—Butte  
Johannsen, Donald A.—Shelby  
Bliss, Robert E.—Fort Shaw  
Betcher, Ralph E. Jr.—Helena

Stubbs, Robert Earl—Kalispell  
Huxtable, Warren E.—Dillon  
Wolff, Darwin D.—Culbertson  
Dowe, Clarence H.—Cody, Wyoming  
Williams, Carlie, Jr.—Ashland, Ky.  
Rabenstine, Dean E.—Billings  
Anderson, Gary M.—Billings  
Saubak, John C.—Peerless  
Kittleson, Gary O.—Billings  
Downs, William A.—Molt  
Bevan, Kenneth W.—Opheim  
Mitchell, Charles O.—Glasgow  
Watson, Virginia—Glasgow  
Clark, Kenneth A.—Grass Range  
Stoltz, Frank F.—Miles City  
Meurer, Dale A.—Billings

### PRIVATEs

Slack, Robert L.—Sheridan, Wyo.  
Naylor, James M.—Lewistown  
Solf, William G.—Winnett  
Junior, James J.—Billings  
Bonner, Thomas J.—Helena  
Fisher, David—Saco  
Moyle, Walter C.—Helena  
Mattson, Jeanne Lou—Manhattan  
Holdsworth, Thomas L.—Belgrade  
Teachout, Donald H. Jr.—Bozeman  
Packard, Howard A. Jr.—Great Falls  
Stewart, James R.—Bozeman

Silverthorn, Charles M.—Bozeman  
Fisher, Jeffrey X.—Whittier, Calif.  
Jones, James D.—Cut Bank

### ADVANCED

Randall, Dennis I.—Moose Jaw, Sask.  
Gee, Thomas R.—Moose Jaw, Sask.  
Bentsen, Sterling R.—Hettinger, N.D.  
Larson, Marvin R.—Brynum  
Harris, Rourke B.—Helena  
Madsen, Theodore J.—Milltown  
Andrews, Arthur Lee—Helena  
Stradley, Roger I.—Belgrade  
Jorgenson, Richard C.—White Sulphur Springs  
Mashino, John R.—Lavina  
Hebbleman, John H., Jr.—Chinook  
Fisher, Herbert B., Jr.—Manhattan

## FEDERAL AVIATION AGENCY ITINERARY LISTING

Airport	Feb.	March
Bozeman (Gallatin Field) .....	17	
Culbertson .....	2	
Glasgow .....		16
Glendive .....	16	
Great Falls (International) ....	10	10
Lewistown .....	22	
Miles City (Municipal) .....		24
Missoula .....	24	24
Sidney .....		23

### MEMBER

#### NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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